

Agenda

1. Welcome and Introductions
2. Purpose and Overview of Coordination Efforts
3. Route 1 Corridor Development and Transit Initiatives
4. Beauregard / Van Dorn / Columbia Pike Corridors Development and Transit Initiatives
5. Four Mile Run Restoration Project
6. Community Energy Plan
7. Closing Remarks



2. Purpose and Overview

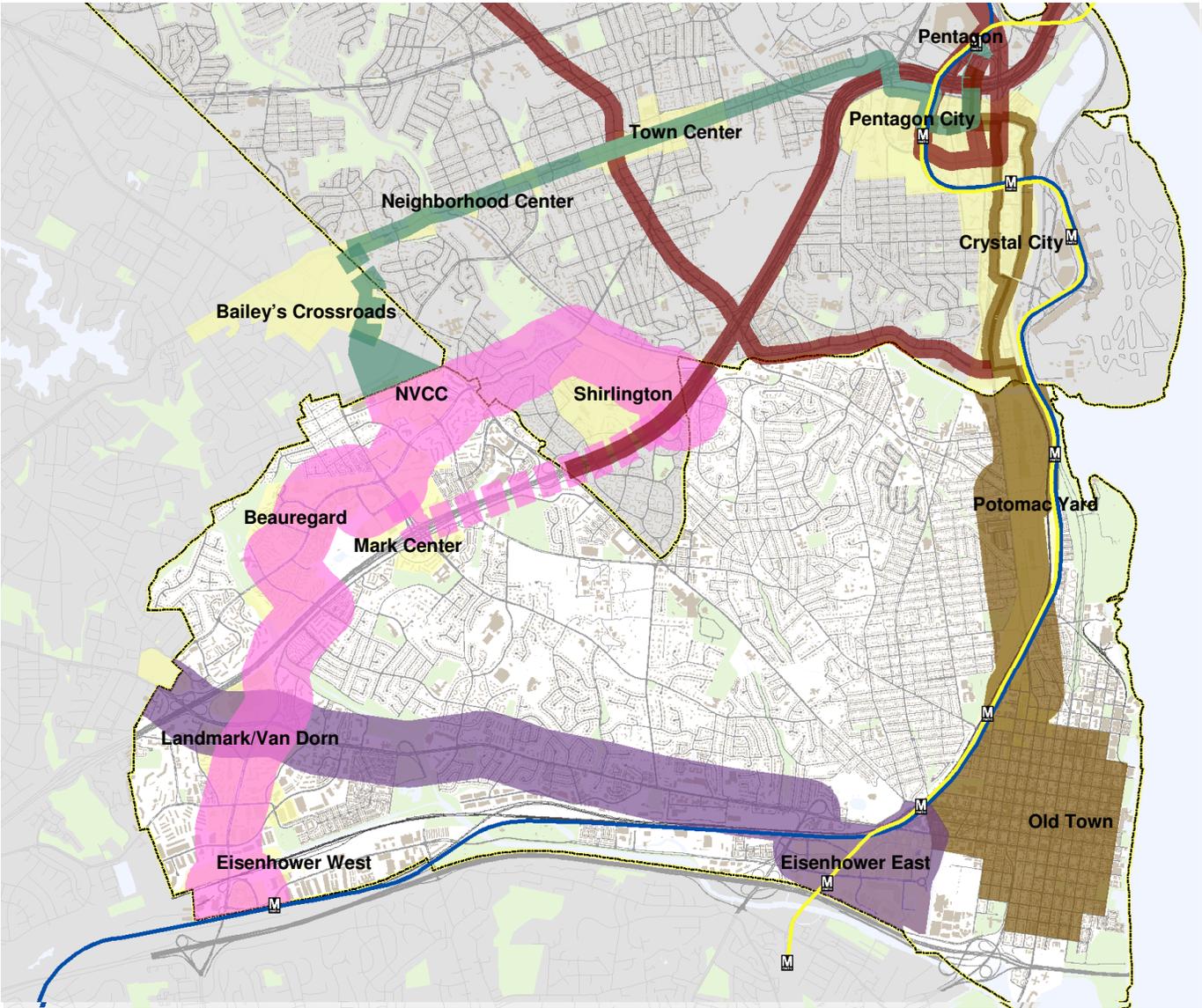


Overview

- **Joint initiatives**
 - CCPY Transitway and Route 1 Streetcar
 - Sustainability study
 - Joint earmarks
 - Beauregard-Columbia Pike transit
 - Four Mile Run Restoration Project
- **Staff meeting monthly**
- **Joint Manager meeting in spring 2010**



Regional Development and Transit Corridors



3. Route 1 Corridor Development and Transit Initiatives

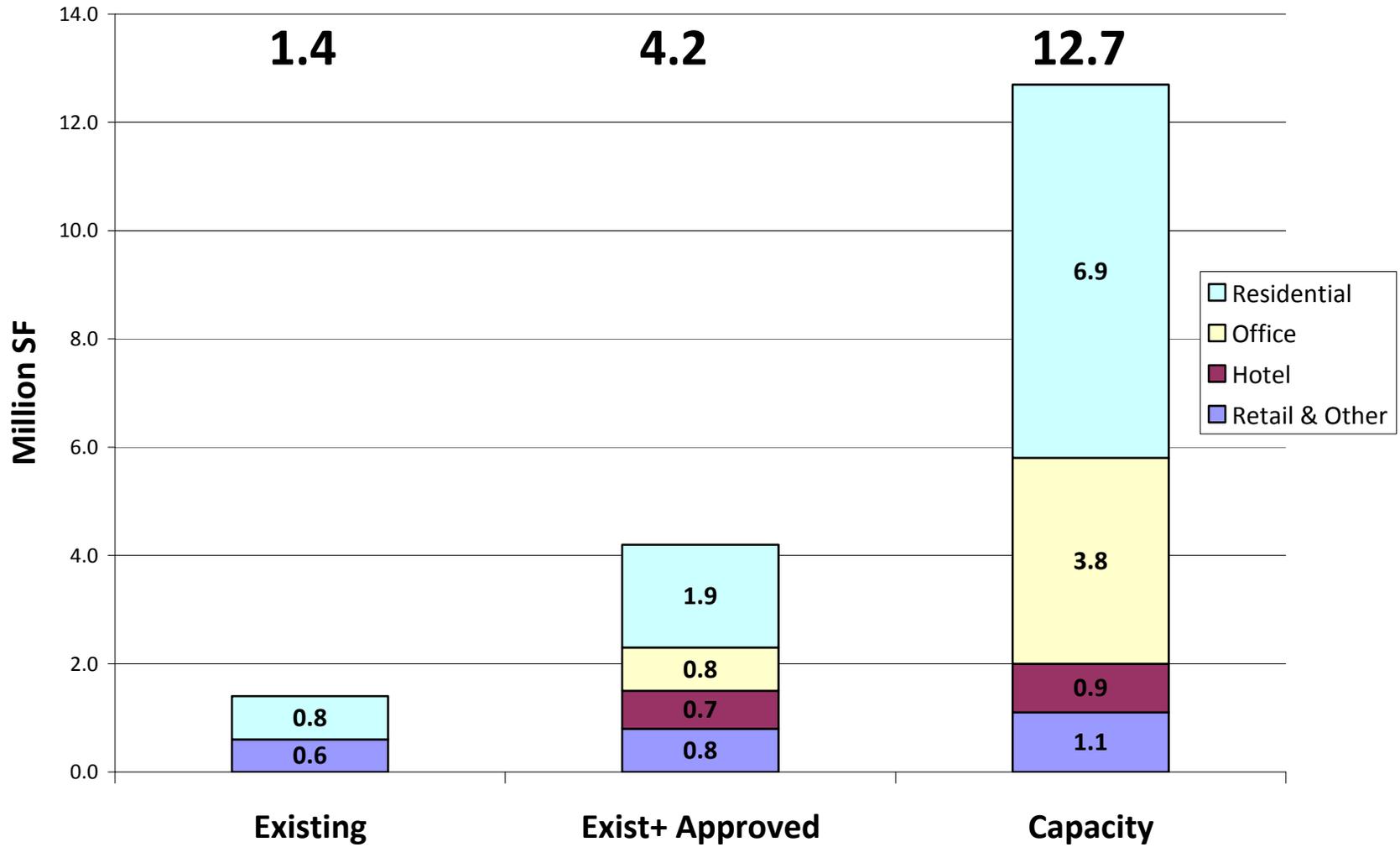


Route 1 Corridor Context Pentagon to Braddock Road



Potential Development: Alexandria

Potential Alexandria Potomac Yard Development



*Total square feet will vary depending on size of dwelling units in future approvals

Potential Development: Alexandria



Existing Transit Service in Route 1 Corridor



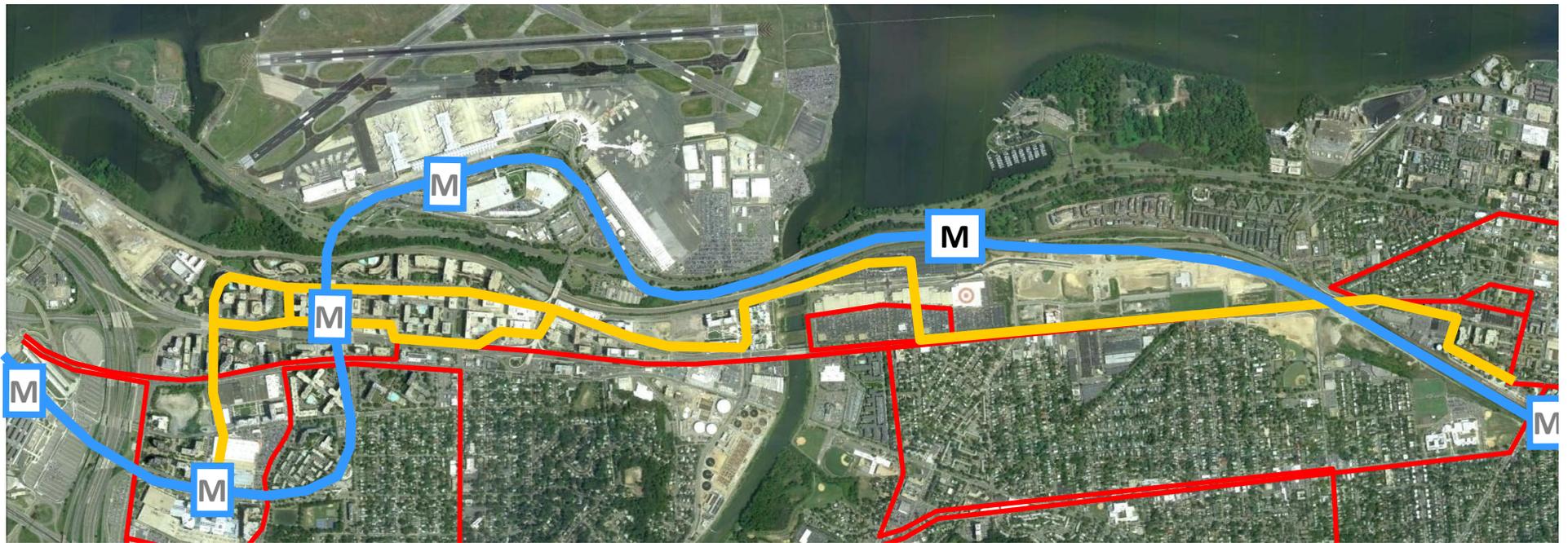
Existing corridor transit ridership

Weekday bus boardings: 6,800

Weekday rail boardings: 58,400



Planned Transit Service in Route 1 Corridor



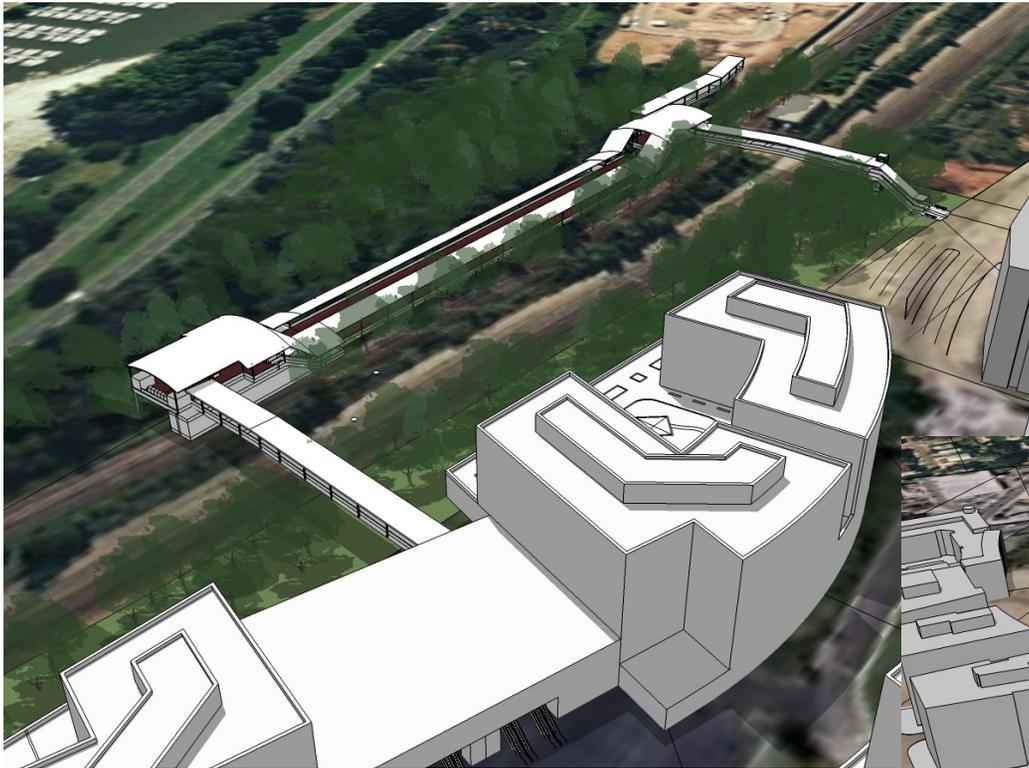
Transit Project Status: Alexandria



Potomac Yard Metrorail Station



Potomac Yard Metrorail Station



Potomac Yard Metrorail Station Draft Timeline

Project Implementation Schedule*

TASKS	2010	2011	2012	2013	2014	2015	2016
Alexandria endorses move to EIS phase, WMATA approves budget for EIS	✂						
EIS Scoping Process	■						
Analysis of Environmental Conditions and Project Impacts	▶						
Draft EIS			✂				
FTA/City of Alexandria/WMATA Public Hearing			✂				
WMATA approves Public Hearing Staff Report and amends Mass Transit Plan				✂			
Final EIS				✂			
Record of Decision (ROD)				✂			
WMATA Board approves Project Budget and issues Design/Build RFP				✂			
WMATA awards Design/Build Contract					✂		
Design/Build Contract					▶		
Station Opens							✂

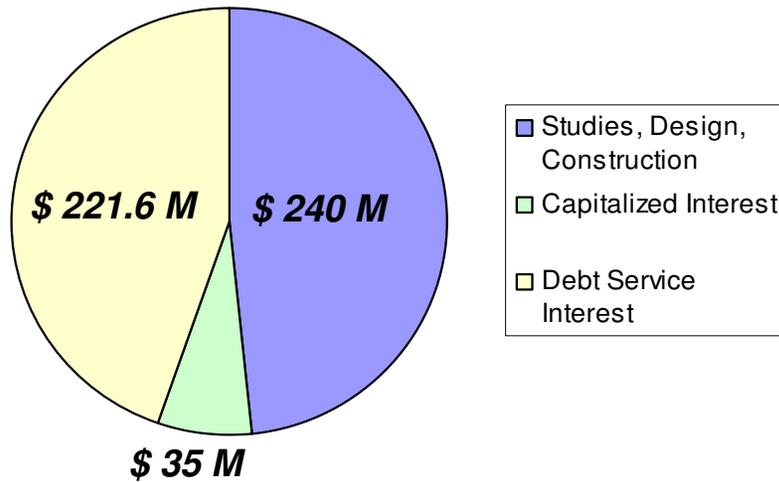
*Adapted from the Potomac Yard Metrorail Station Concept Development Study, February 3, 2010



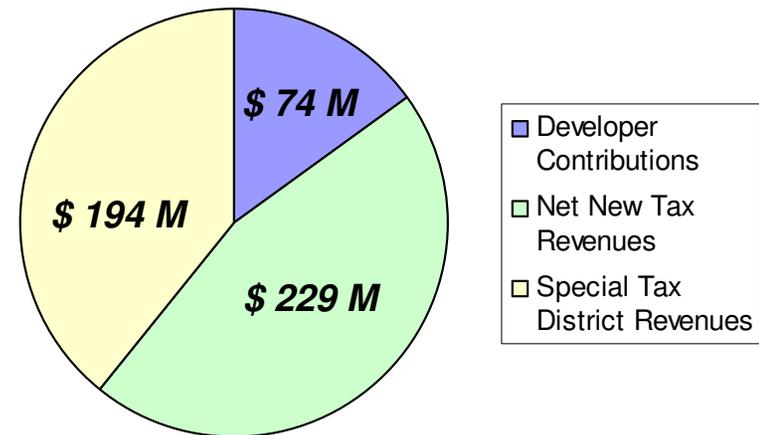
Potomac Yard Metrorail Station Financing Planned Uses and Sources of Funding

TOTAL: \$496.6 Million

Uses

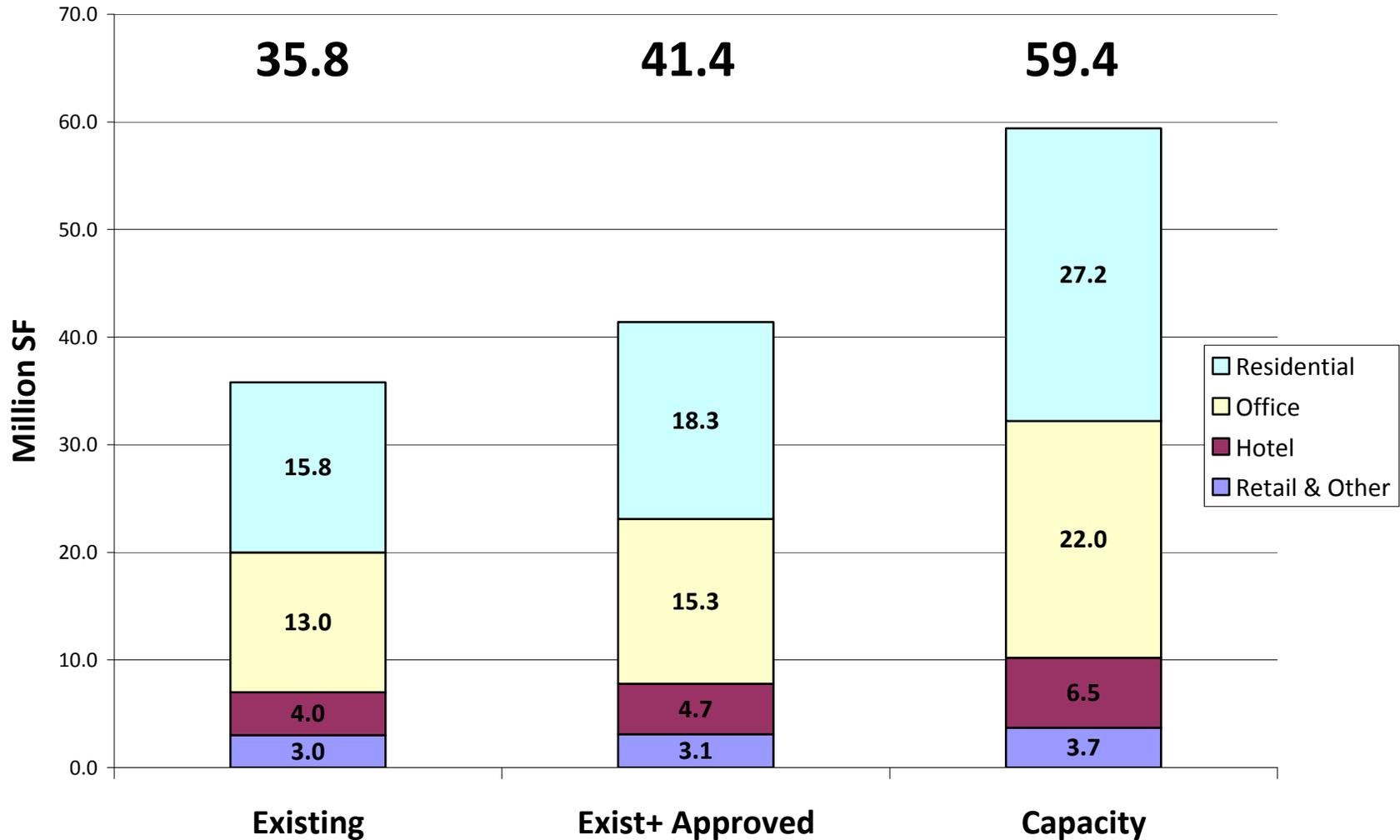


Sources



Potential Development: Arlington

Potential Arlington Route 1 Corridor Development



*Total square feet will vary depending on size of dwelling units in future approvals



Potential Development: Arlington



Transit Project Status: Arlington



CCPY Bus Transitway and Route 1 Streetcar

- **\$20.5 million in Federal funds identified specifically for bus transitway**
- **Preserving Federal participation requires completing NEPA**
- **Bus transitway sets the stage for streetcar:**
 - Building high quality stations
 - Increasing frequencies
 - Attracting more transit ridership
- **NEPA requires maintaining distinctions between the CCPY bus and Route 1 streetcar projects**



Integrating Development and Transportation

- **Focus community development around high quality / high capacity transit**
- **Provide connected street network giving travel options to all users**
- **Maximize viable transportation choices for workers, residents and visitors**
- **Apply Best Practices in TDM to reduce vehicular travel**
- **Monitor development and transportation performance with measurable targets**

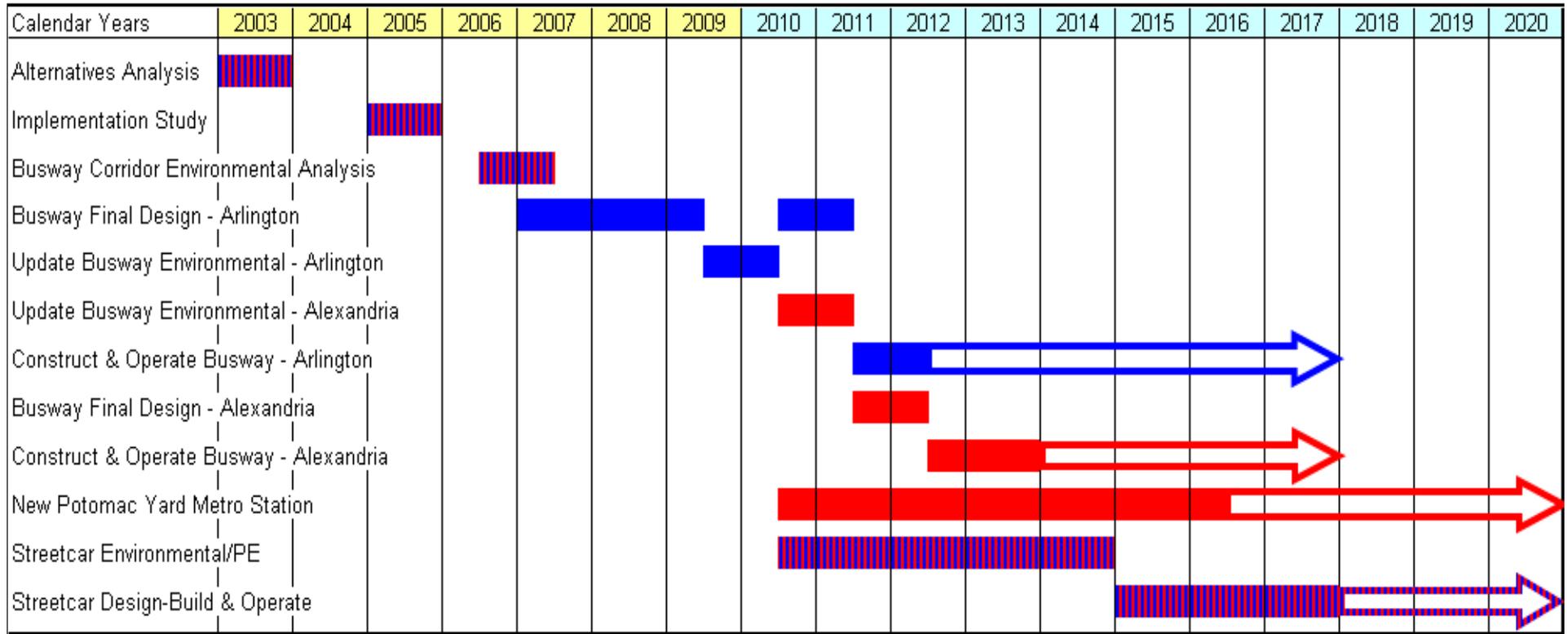


Combined Potential Development Needs

- **To support high density development**
 - High Capacity Transit options
 - Transportation Demand Management
 - Pedestrian and Bicycle Friendly Infrastructure
 - Parking Management
 - Minimum Densities
- **Development conditioned upon major transit investments (facilities and services – up to \$600M in capital cost)**
- **Require development project approvals**
- **New Metrorail Station a precondition for higher development density in Alexandria**



Implementation Timelines Route 1 Corridor Transit Initiatives



Discussion of Coordination Opportunities

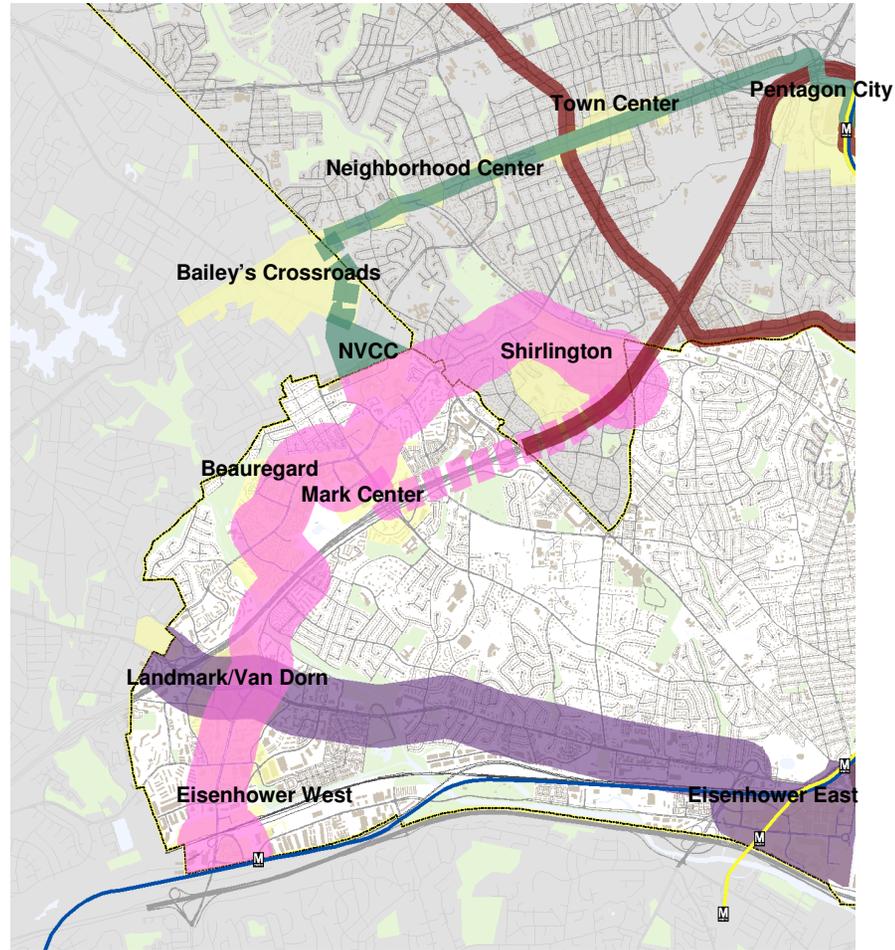
- **Project Management**
- **Interim and future operations planning**
- **Alexandria decision to participate in streetcar environmental study**
- **Continue to identify funding opportunities**
- **Streetcar technology selection**
- **Sustainable design opportunities**



4. Beauregard / Van Dorn and Columbia Pike Corridors Development and Transit Initiatives

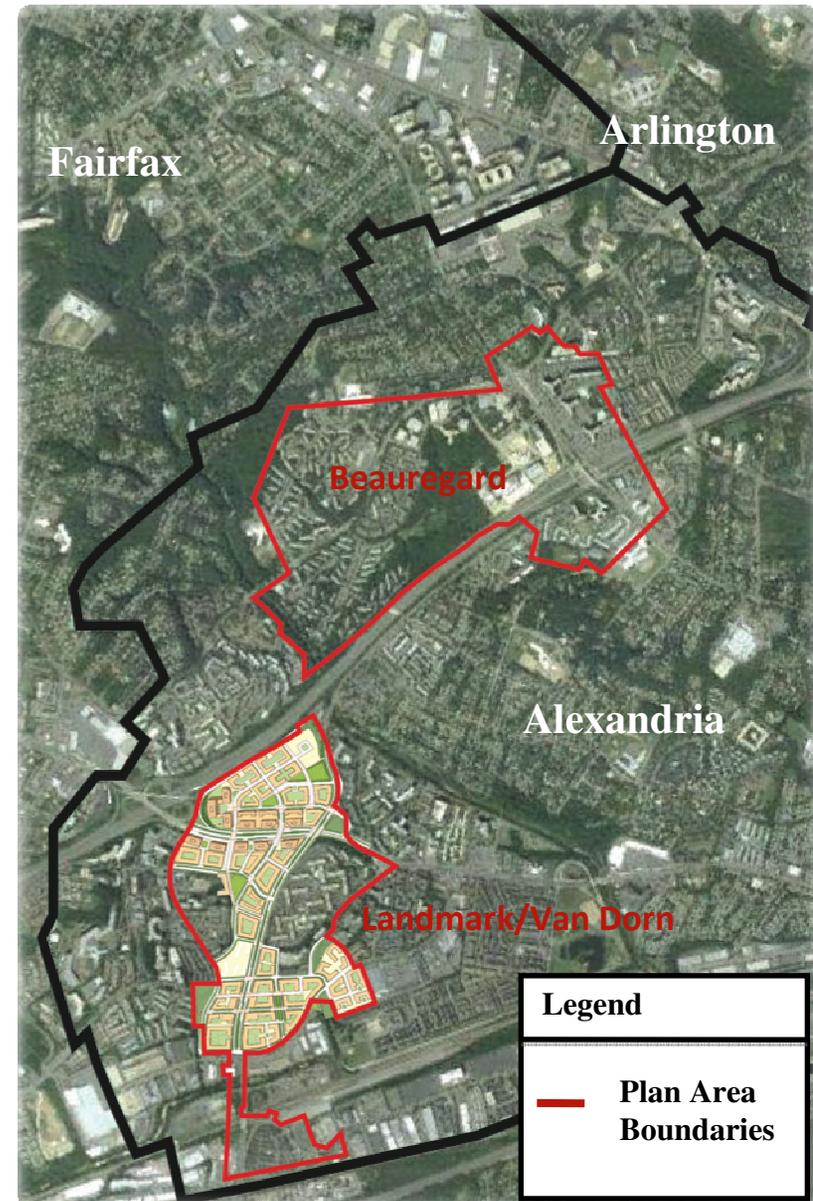


Beauregard-Van Dorn and Columbia Pike Corridors

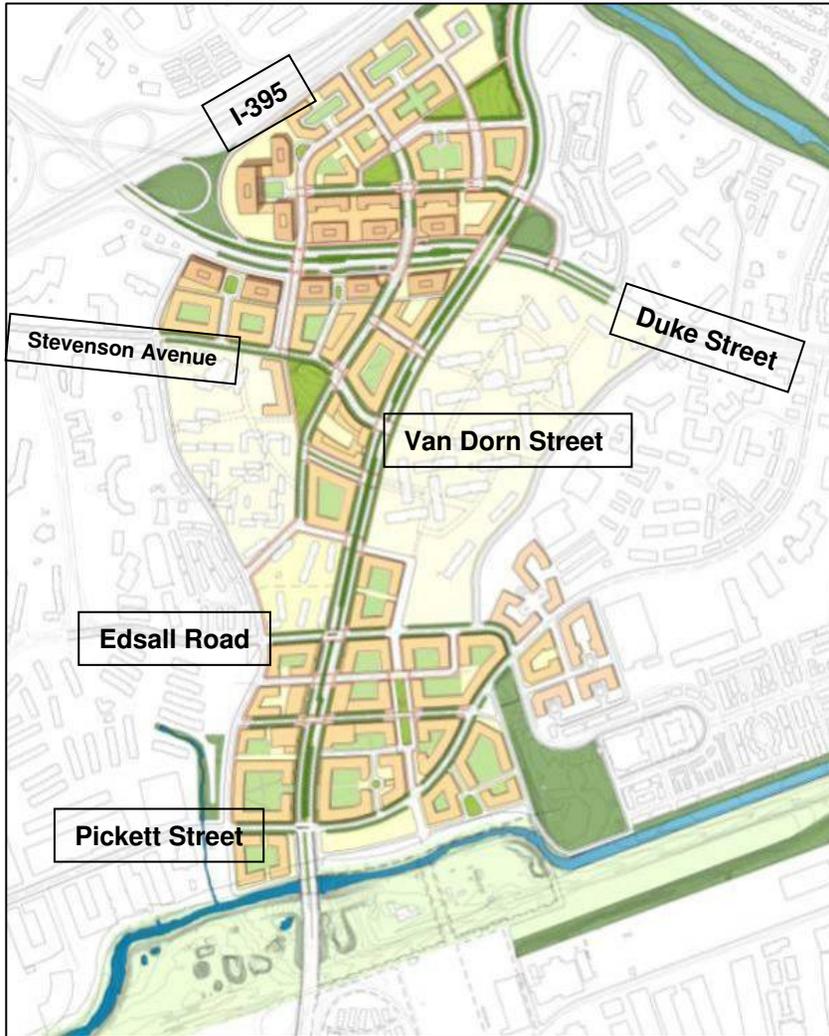


Planning and Proposed Development

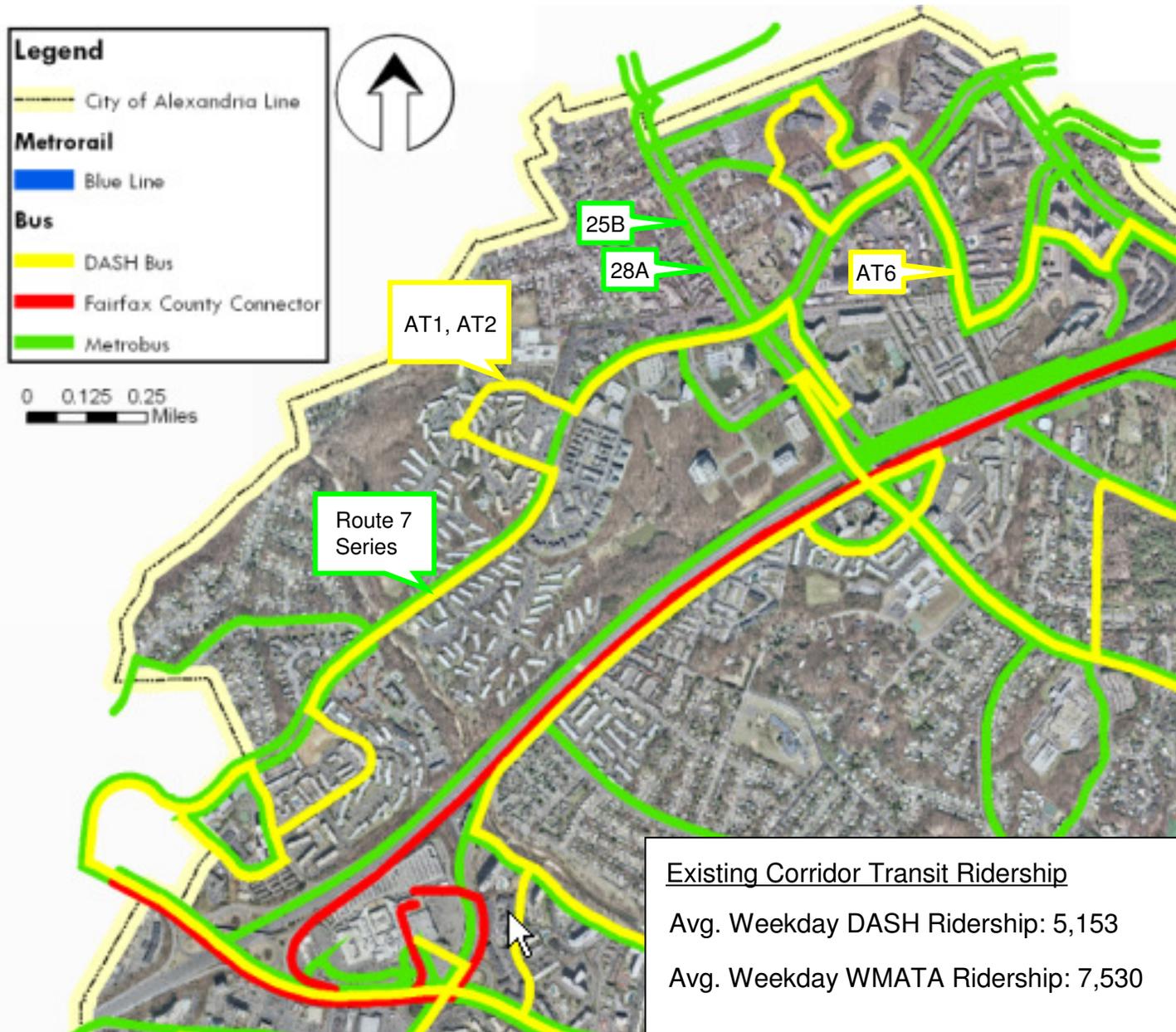
- **Landmark/Van Dorn Corridor Plan** – proposed over 17.2 million square feet where 4.9 exists today
- **Beauregard Corridor Plan** – planning and transportation analysis underway



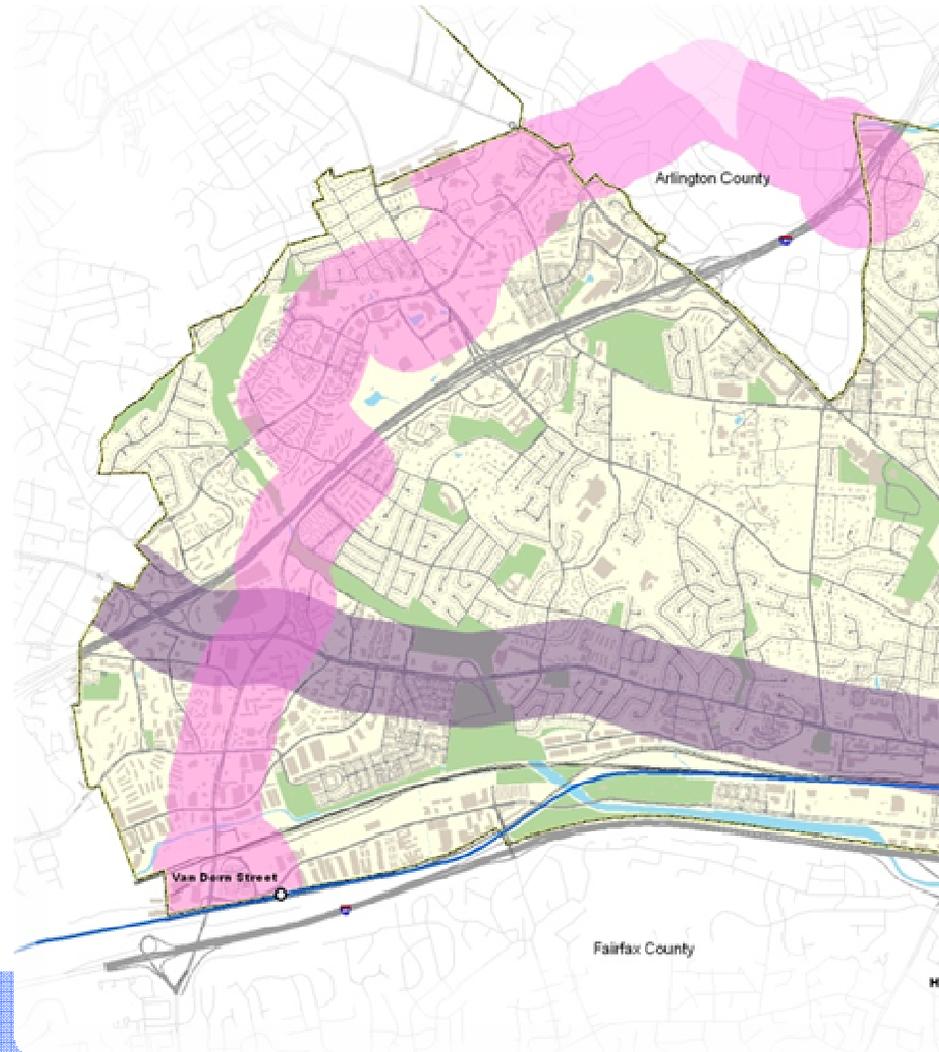
Landmark/Van Dorn Corridor Plan



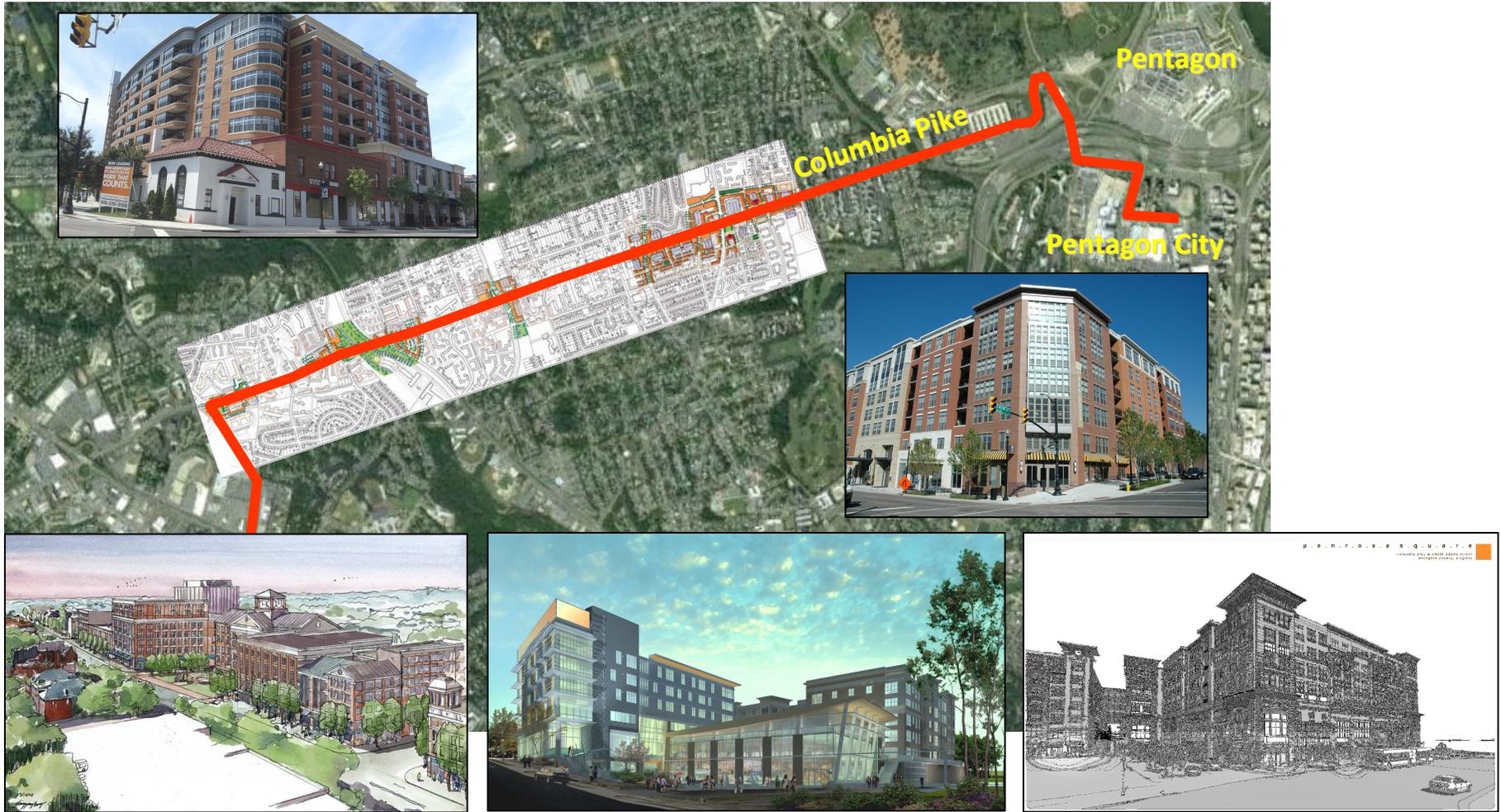
Existing Transit Service – Beauregard Corridor



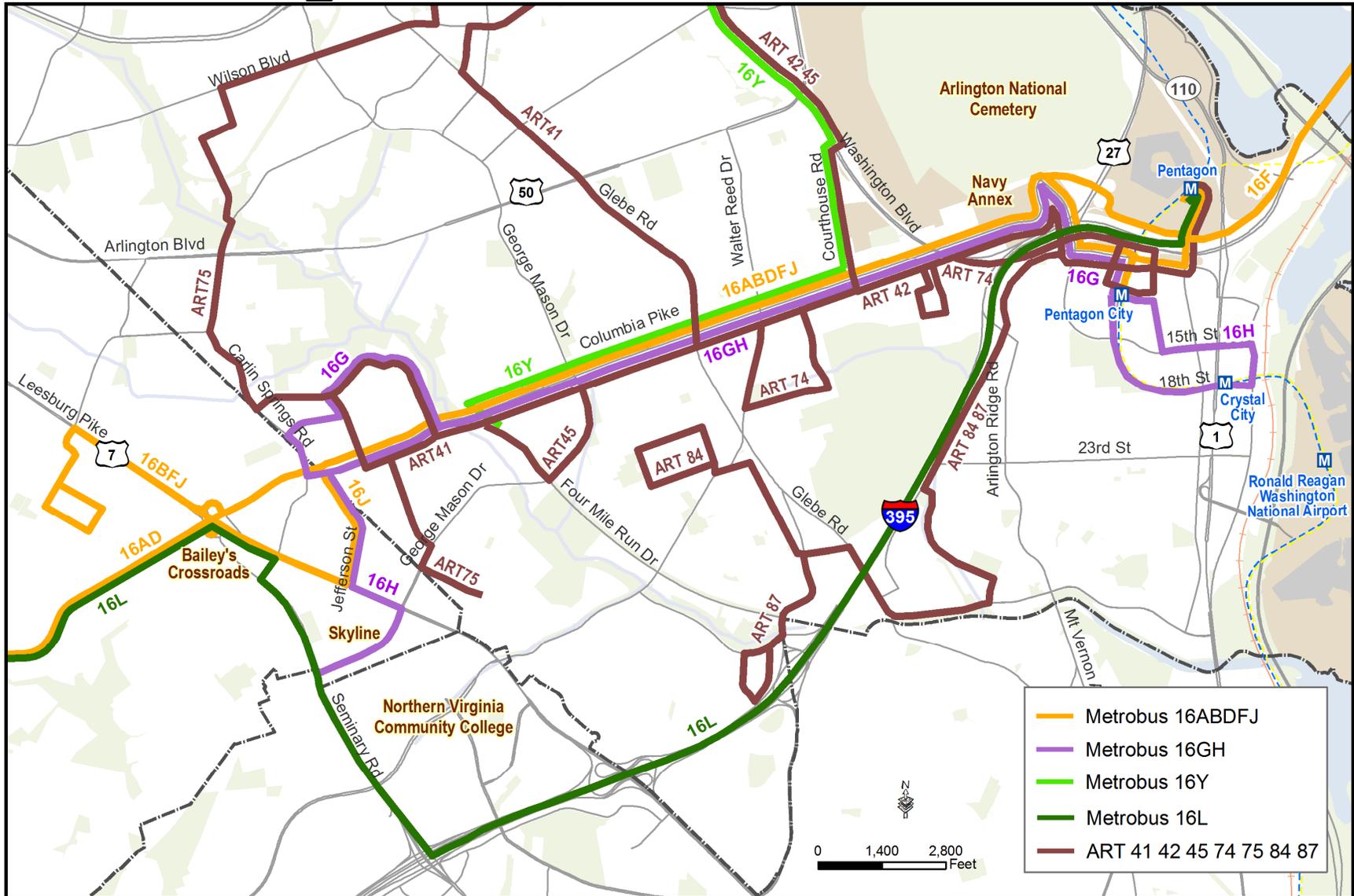
Planned Transit Service Beauregard / Van Dorn Corridor



Columbia Pike Corridor Revitalization & Form-Based Code



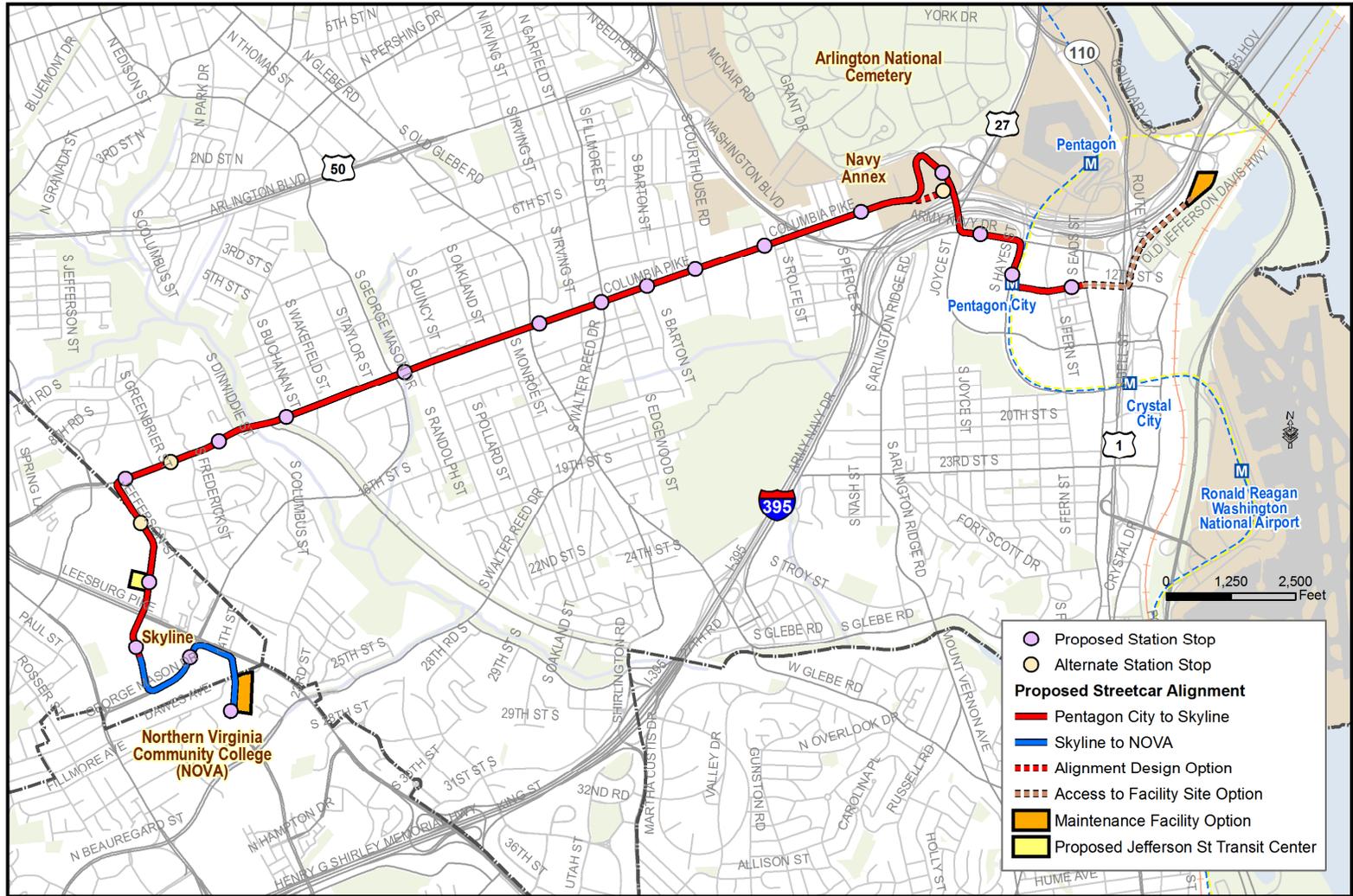
Existing Transit Service – Columbia Pike



Existing corridor transit ridership
Weekday bus boardings: 15,000



Planned Transit Service Columbia Pike Alignment Alternatives



Beauregard / Van Dorn / Columbia Pike Corridors Potential Transitway Connection

- Possible Connection at NVCC campus
- Maintenance Facility Potential Locations
- Inter-operability
- System operator(s)



Discussion

- **Alignment / Corridor Connection**
- **Coordination with Fairfax County**
- **Potential Locations of maintenance facility**
- **Vehicle Technologies**
- **System Operator(s)**
- **Potential for terminus in Alexandria**



5. Four Mile Run Restoration Project

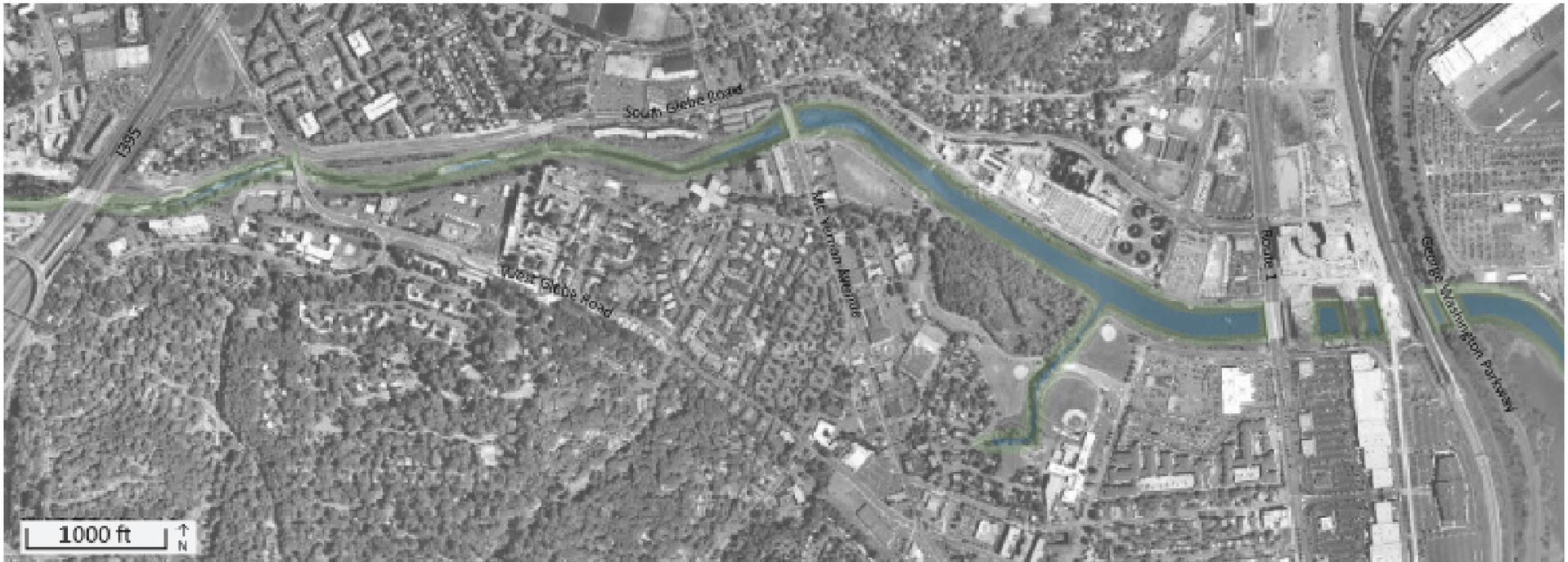


Project Vision:

Four Mile Run will become a model of urban ecological restoration. Through the sensitive and sustainable integration of a restored natural stream channel with an active urban environment the Four Mile Run corridor will be a place where the communities of Arlington County and the City of Alexandria can gather, recreate and celebrate a shared waterfront legacy.



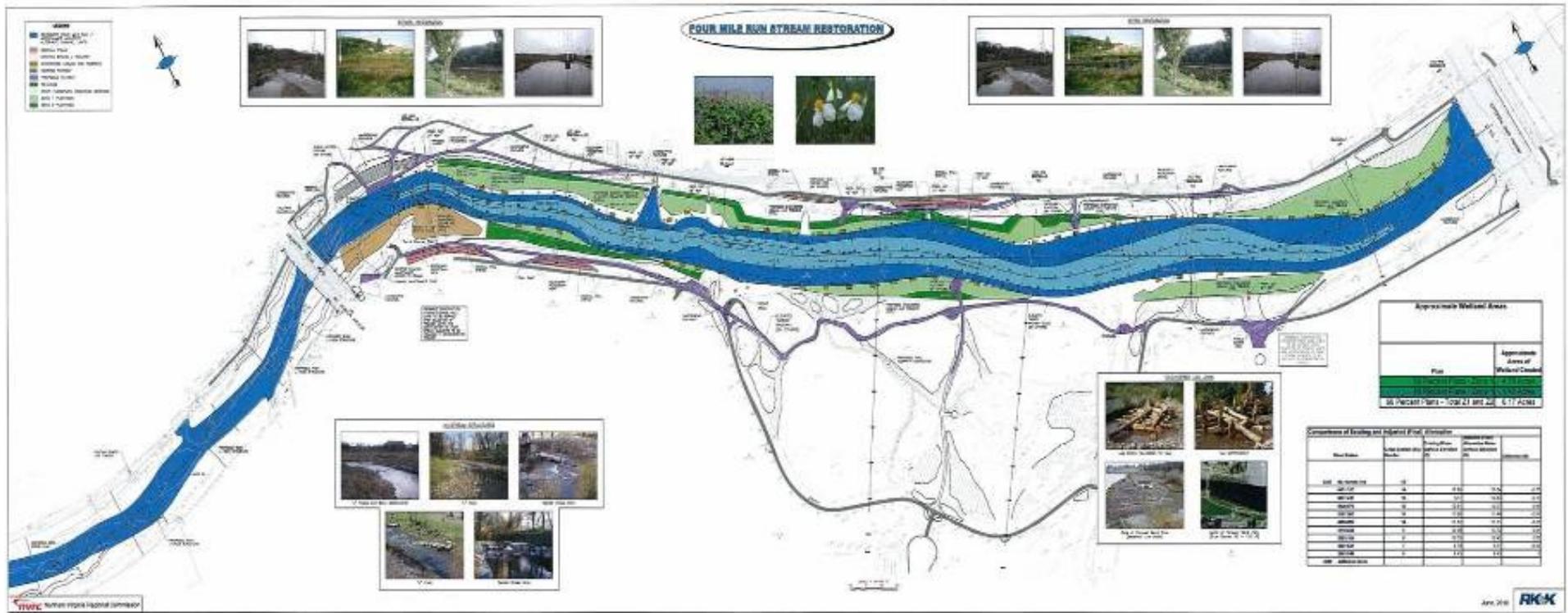
Project Area and Timeline



- **1983: Flood control project completed for lower 2.3 miles – Shirlington to Potomac River**
- **2006: Master Plan adopted for multiple objective restoration after 6 year planning process (\$1M EPA grant)**
- **2009: Design Guidelines adopted**
- **Partners: Arlington, Alexandria, US Army Corps of Engineers, NVRC**
 - **Monthly meetings, since 2005**
 - **Led by joint Arlington-Alexandria Citizen Joint Task Force with 1 main workgroup and multiple subcommittees**



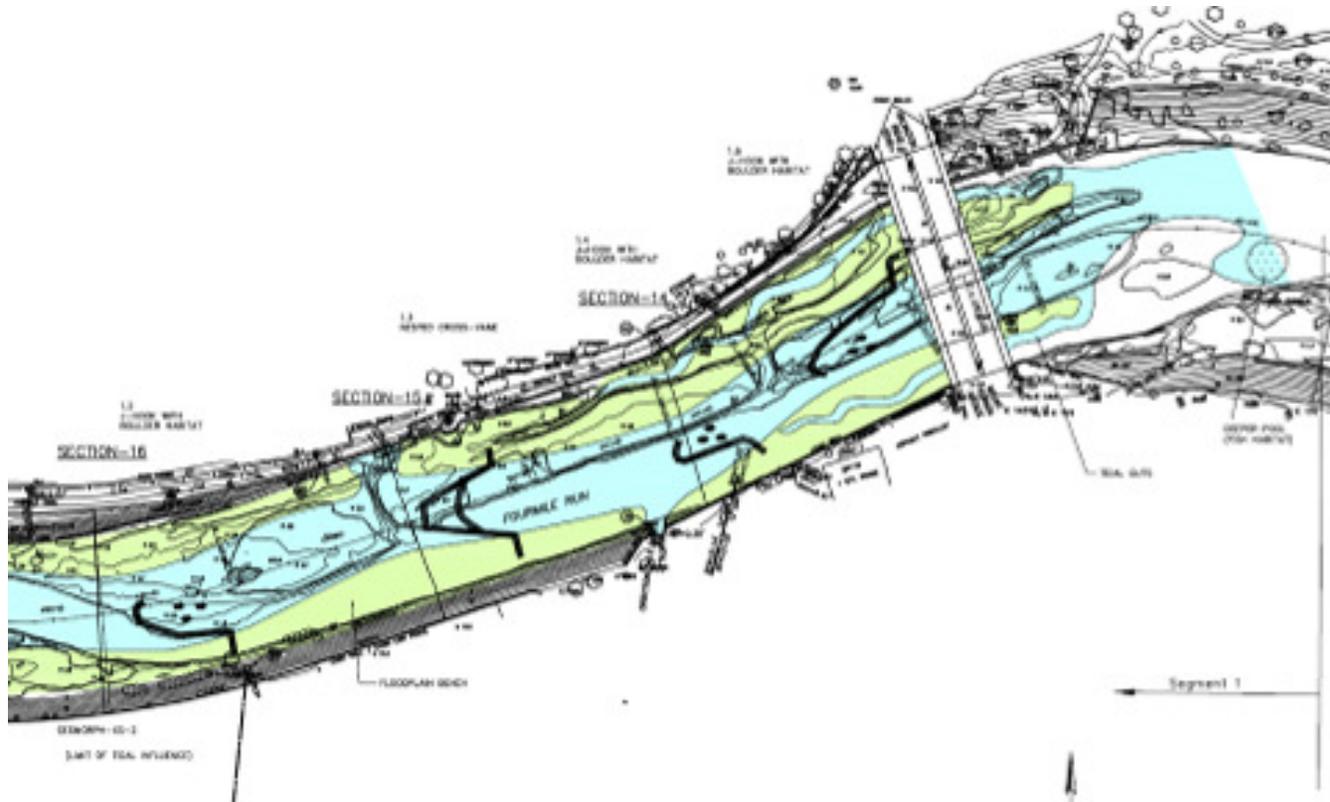
Demonstration Project: Tidal Corridor Restoration



- Wetland and streambank restoration, Mt. Vernon Ave to Route 1 area
- 60% designs nearly complete
- 90% designs by end of year
- \$7M cost estimate; ~\$5M funded (~\$3M EPA STAG funds)



Non-Tidal Corridor Restoration



- Alluvial stream restoration, Shirlington to Mt. Vernon Ave
- 60% designs completed by USACE 2009
- Final design within a few years
- \$9M cost estimate; ~\$1.6M local share each jurisdiction (17.5% Arlington) + (17.5% Alexandria), \$6.75M USACE (65%)



Pedestrian & Cyclist Bridge *(Illustrative Only)*



- Key linkage in vicinity of South Eads Street and Commonwealth Avenue
- VDOT grant for bridge design completed and construction funding TBD
- Design competition completed March 2010
- Formal design contract underway with winning firm (Grimshaw Arup Scape)



Open Space Acquisition - Alexandria



- City recently acquired four parcels (63,803 sq ft) adjacent to stream at Mt. Vernon Ave. for \$4,800,000
- Re-use plan for public spaces connected to Four Mile Run under development
- Joint programming potential



Current and Future Funding

- **Federal STAG Funds**
- **FED/VDOT
Transportation
Enhancement Grant**
- **USACE Cost-Share**
- **Jurisdictional Capital
Improvement Programs**
- **NEA Grant**
- **Developer Proffers**



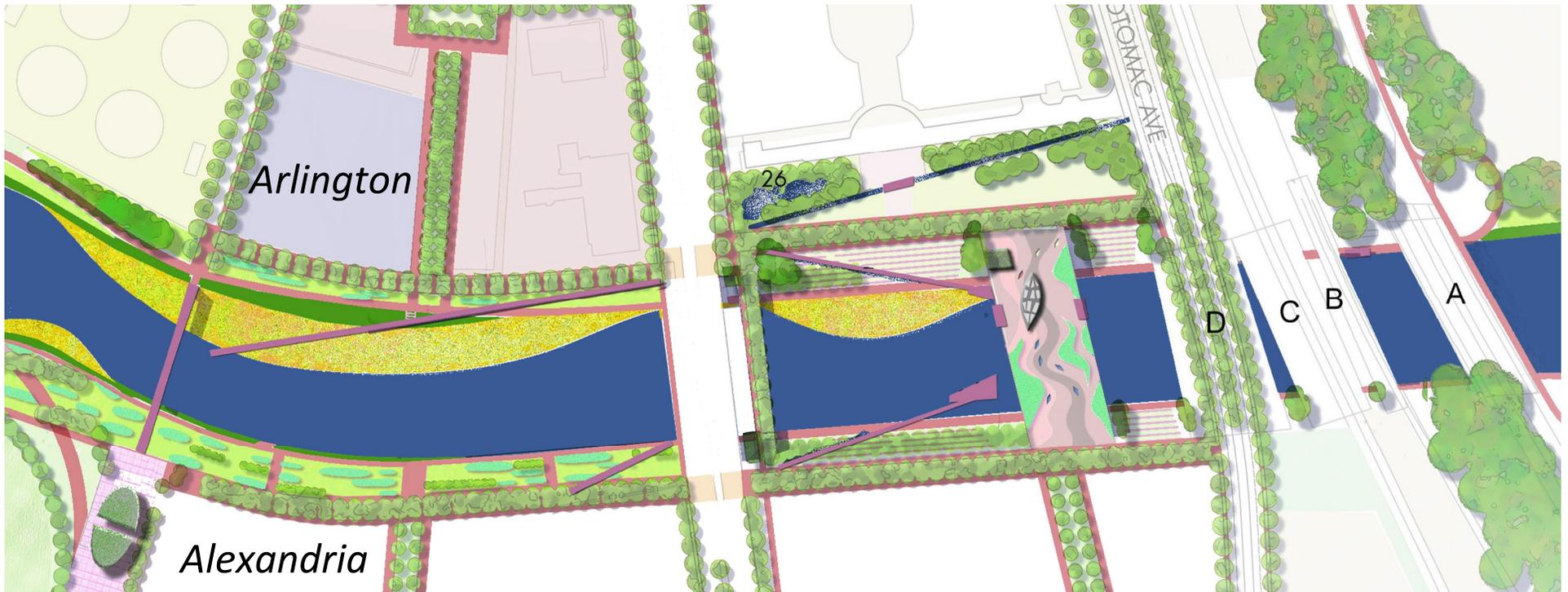
Funding and Timing Issues



- **CIP funding in place for most of stream corridor environmental restoration**
- **STAG funding may only be used for in-stream environmental work**
- **Additional funding needed for design and implementation of near stream elements**
- **Identification of pedestrian/bicycle and nature trail locations, design and funding**



North Potomac Yard Developer Contribution



- **\$8.7 million developer contribution within Alexandria (adjusted annually for CPI after 2010)**
- **Timing of funding is tied to phases of North Potomac Yard over 20-year build out**
- **Further clarification to be provided upon Metro Station study completion**



Discussion



- **Construction synergies and efficiencies appear to exist between planned and funded in-stream improvements, and desired but not funded nature trail improvements**
- **Sequencing and pricing of construction**
- **Development of proposed Capital Improvement Program (CIP) project plan**
- **Identification of additional local capital funding needed beyond grant match**





- **Project website:**
- <http://www.novaregion.org/restoration.htm>



Purpose

- ***Recommend countywide goals for long-term, mid-term and short-term reduction of greenhouse gas (GHG) emissions as well as key strategies and actions to be taken by government, the private sector, the non-profit sector and individuals to meet those goals. Energy use is the predominant cause of GHG emissions and is therefore the primary focus of this effort.***
- ***Produce a Community Energy Plan (CEP) that will be the foundation for an Energy Master Plan, which could ultimately become an element of Arlington County's Comprehensive Plan.***

Adopted by Arlington County Board, January 1, 2010

- **Businesses**
 - JBG
 - Little Diversified Architectural Consulting
 - Lockheed Martin
 - Marriott International
 - SRA International
 - Turner Construction
 - VA Hospital Center
 - Vornado
- **Citizens**
 - Arlington Civic Federation
 - Commissions
- **Educational Institutions**
 - Arlington Public Schools
 - Virginia Tech
- **Energy & Energy Tech Industry**
 - Dominion Virginia Power
 - United Solar Ovonic (Uni-Solar)
 - Washington Gas
- **Local, State and Federal Govts**
 - The Pentagon
 - US EPA
 - Commonwealth of Virginia Senate
- **Nonprofits/Associations**
 - Apartment and Office Building Association
 - Arlington Chamber of Commerce
 - Arlington Partnership for Affordable Housing
 - Arlingtonians for a Clean Environment
 - Pew Center on Global Climate
- **Regional Transportation Authorities**
 - Metro Washington Airports Authority
 - Metro Washington Area Transit Authority

- **January 2010** - Project Kick-Off
 - Bi-monthly Task Force meetings
 - Monthly Technical Working Group meetings
- **April & October 2010**
 - Community Energy Town Hall meetings
- **July 2010** - Energy modeling efforts
- **September 2010** - Preliminary recommendations presented
- **April 2011** – County Board considers Community Energy Plan
- **TBD** - Implementation Plan

Competitiveness

- Energy cost
- Employment
- Investment

Security

- Supply security
- Supply quality
- Flexibility



Environment

- Greenhouse Gas Reduction

Three Groups of Benefits

- Energy efficiency – ***If you don't need it don't use it***
 - Efficient buildings, vehicles
 - Urban design for transport efficiency
 - Local employment for commuting efficiency
- Heat Recovery – ***If it's already there – use it***
 - Distributed combined heat and power
 - Use existing “waste” heat
 - Structure commercial sites to maximize “waste” heat use
- Renewable energy – ***If it makes sense, go carbon free***
 - Renewable electricity – Photovoltaic, Wind, Run-of-river Hydro
 - Renewable heat - Solar thermal, Biomass, geothermal
 - Renewable heat and power – waste-to-energy, biomass
- Energy distribution – ***Invest where it makes sense***
 - Flexibility – electricity, gas, heating, cooling,
 - Accepts multiple fuels and energy conversion technologies
 - Optimize local / regional investment choices

Integrated Solution – Tailored for the County



6. Closing Remarks

